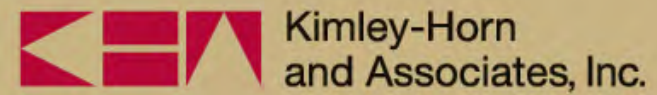


WORKSHOP #1

July 11, 2012

SOUTH LOOP

STREETSCAPE MASTER PLAN AND
LINDAU LINK STREETSCAPE PROJECT



Bryan Carlson, FASLA Signia Design
Regina Flanagan, ASLA Project for Public Spaces



Establish South Loop as a place for sustainability, quality, comfort, and safety, with a clear sense of place.

Promote the advantages of balanced, transit oriented development.

Make strategic public investments that foster place - making and leverage private investments.

Commit resources to maintain the function and appearance of public spaces.

Market publicly - owned development sites.

Promote the District's assets.

Build on the District's unique mix of assets.

Transform the District's densities and character from suburban to urban.

Provide a hierarchy of complete streets to increase connectivity, accessibility and movement.

Create a safe, attractive walkable environment that makes it easy to get around on foot or bicycle.

Design public spaces to enhance place - making and complement private development.

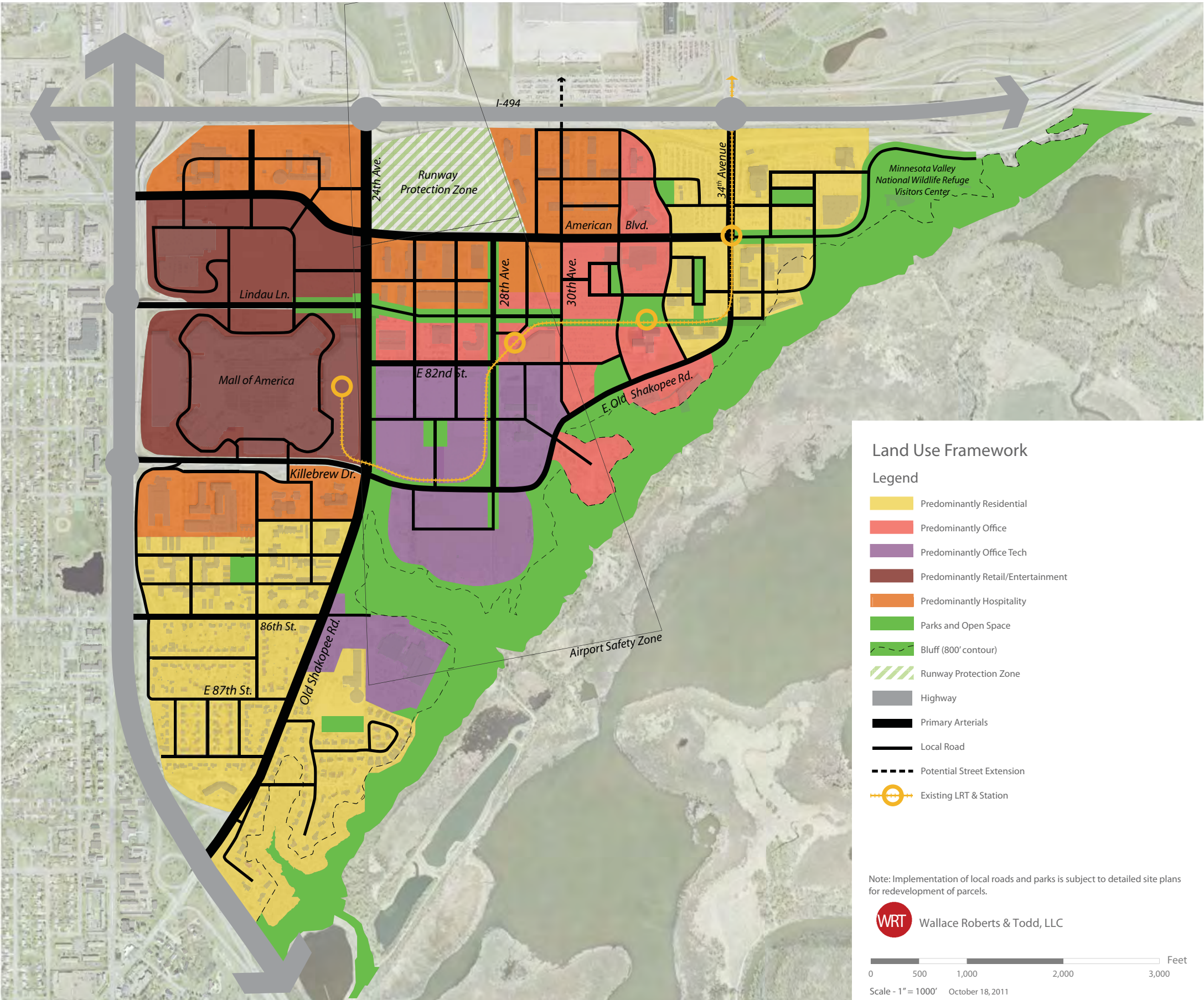
Promote energy conservation and low - impact site design techniques and district - scale alternative energy systems.

Foster denser, mixed use development near transit stations.

Implement an inter - connected network of multimodal streets and green infrastructure.

Preserve and enhance existing residential neighborhoods.

Protect natural and cultural resources by applying best management practices.



Lindau Link “Complete Street” with “greenway” character will:

- invite pedestrians, and
- accommodate bicyclists, drivers, and transit.

Lindau Link Streetscape will:

- foster storefront and sidewalk - level activity, and
- incorporate sustainable design and stormwater practices.

34th and 28th Avenues will create a greenway - like character to enhance the entrance to MVNWR headquarters and Visitors Center.

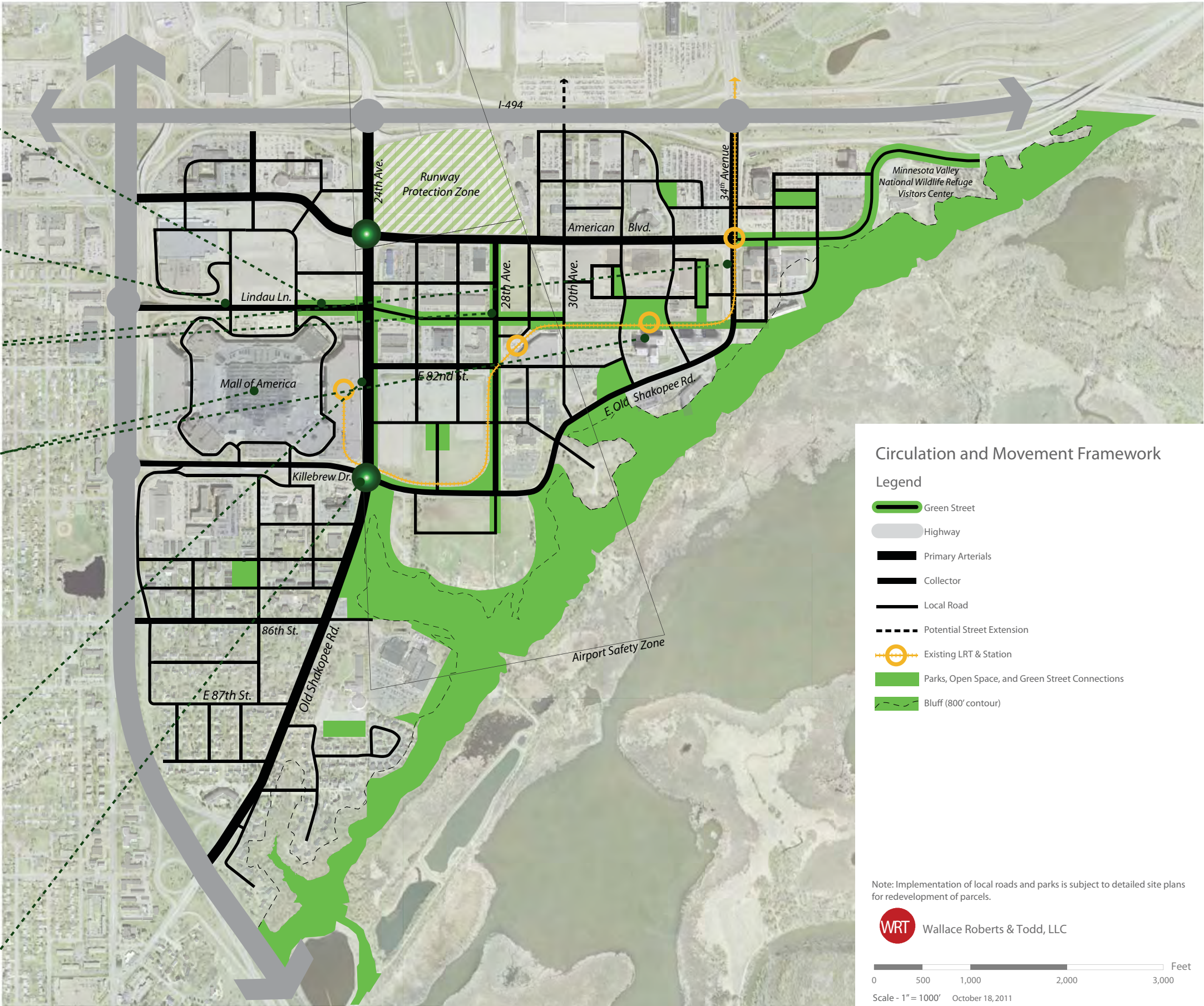
Pedestrian - Oriented Connection between South Loop’s will anchor two developments of Mall of America and Bloomington Central Station.

24th Avenue Corridor will:

- locate new buildings, trees and landscaping along the street edge to create pedestrian - scale along the corridor
- utilize infiltration features to filter and reduce stormwater runoff
- provide pedestrian and streetscape enhancements, and
- optimize transit service, and improve access, visibility, and capacity of the MOA Transit Center.

Pedestrian Sidewalk Network will provide trees, landscaping, lighting, and other amenities to increase pedestrian comfort, improve aesthetics, and help stormwater management.

Distinct Gateways at major intersections will incorporate public art to improve the appearance of the corridor, create identity and improve circulation.



Integrated Green Infrastructure into South Loop will:

- create open spaces, such as parks and playgrounds
- provide green connections between open spaces, such as tree - lined, landscape boulevards, and
- use pervious materials where practical to allow on - site infiltration of rainwater.

Plazas at 24th Avenue and Lindau Link and at 34th Avenue and American Boulevard will feature sculpture or public art and function as visual gateways to both the MOA and Lindau Link.

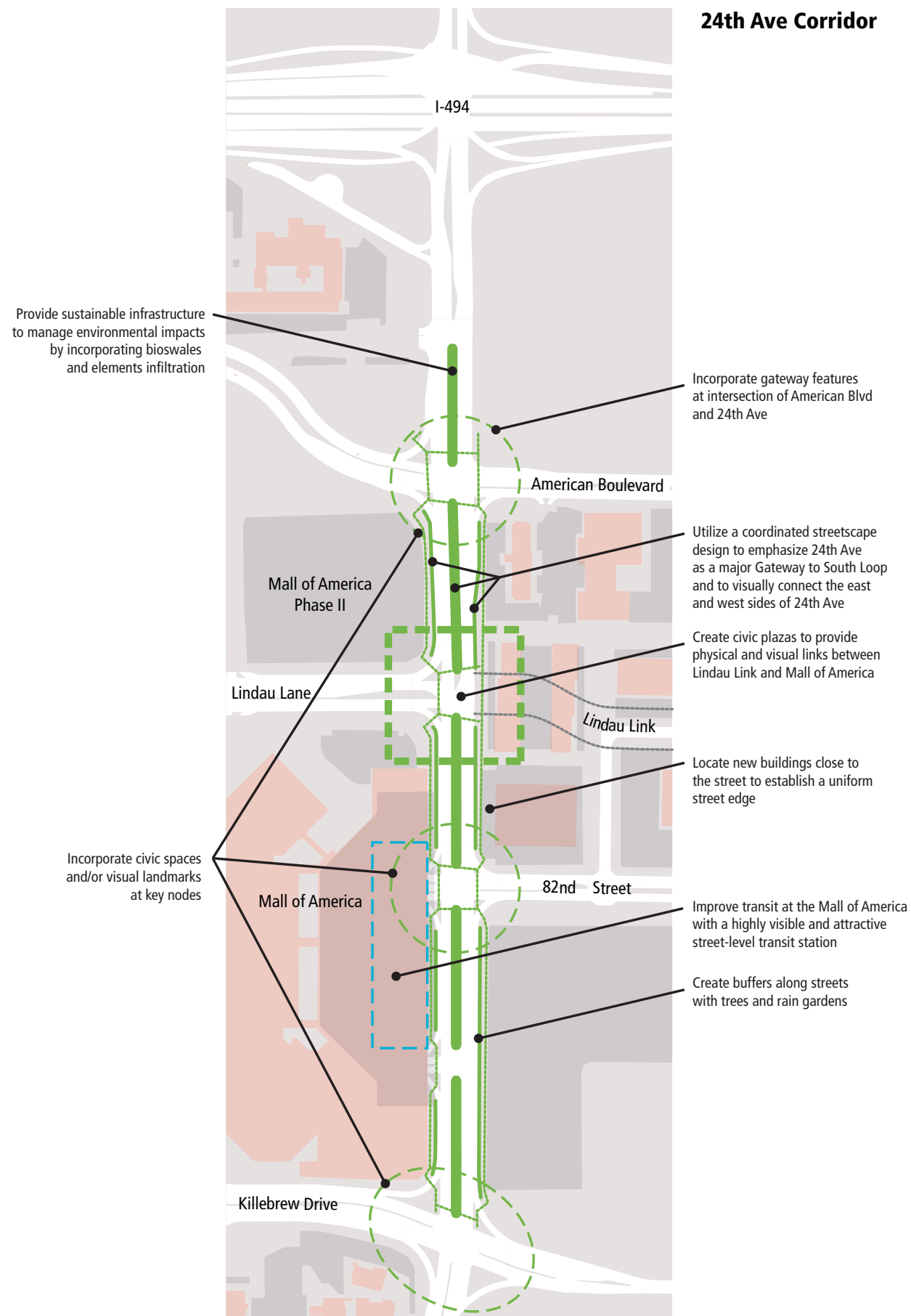
Stormwater will be managed through low - impact design techniques, such as rain gardens, green roofs, rain water harvesting and reuse, and permeable pavements that slow down, reduce, and filter storm runoff.

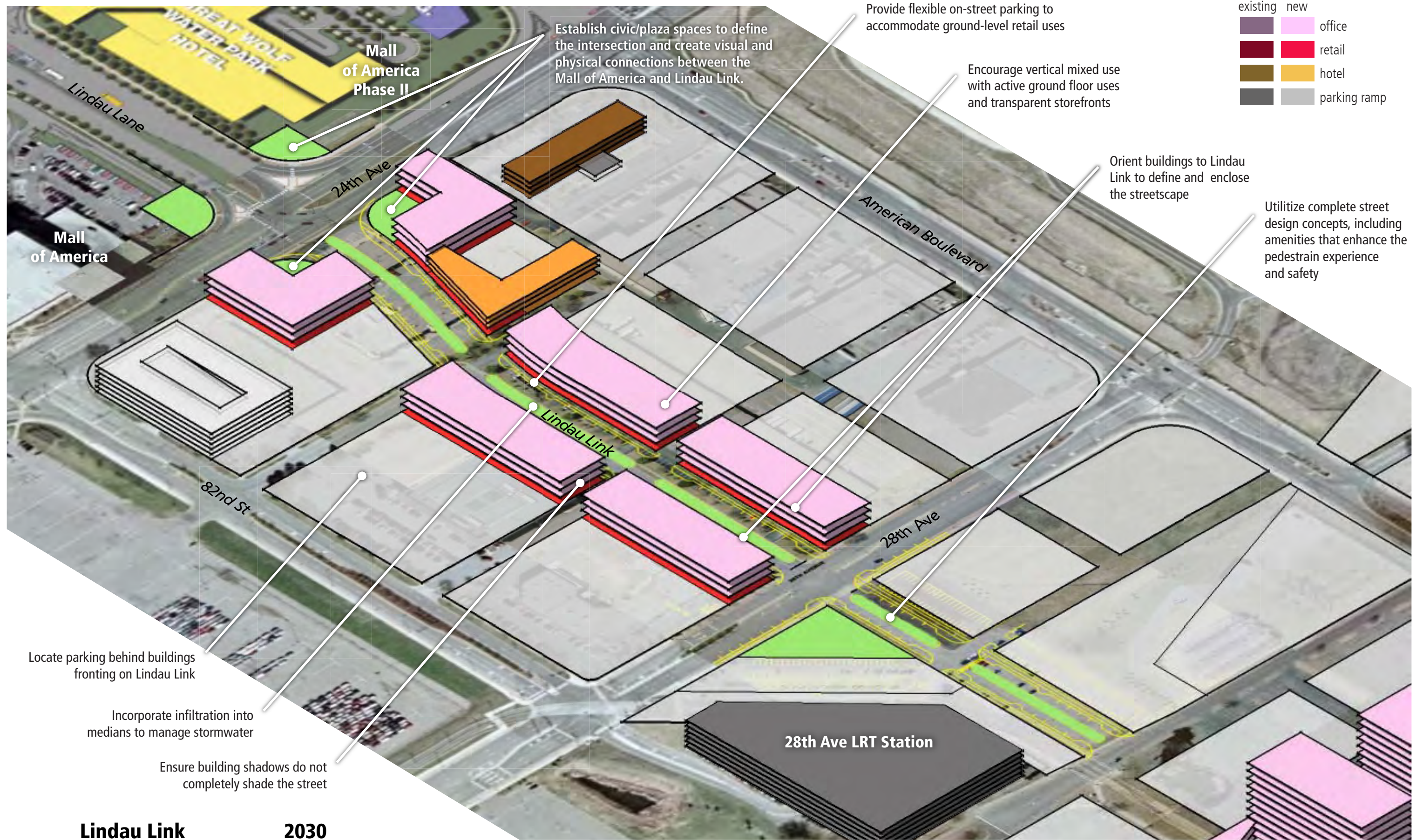
Low Impact Development Techniques will focus on a “slow - spread - soak” approach based on the characteristics of the watershed.

Stormwater Management will focus on:

- to reduce the quantity of water that runs off development sites
- to control the peak flow rates of runoff, and
- to improve water quality prior to off - site discharge.

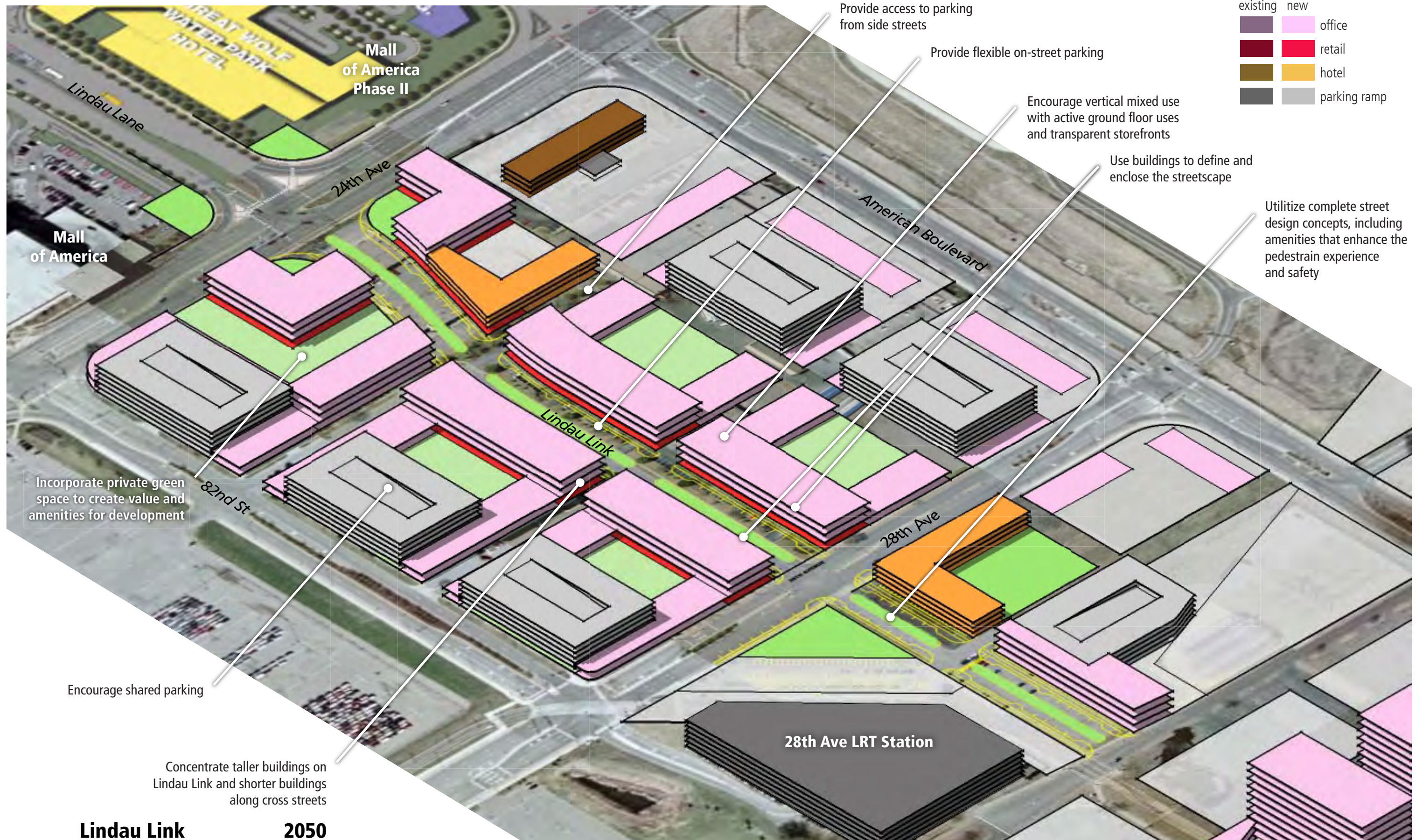






Lindau Link

2030



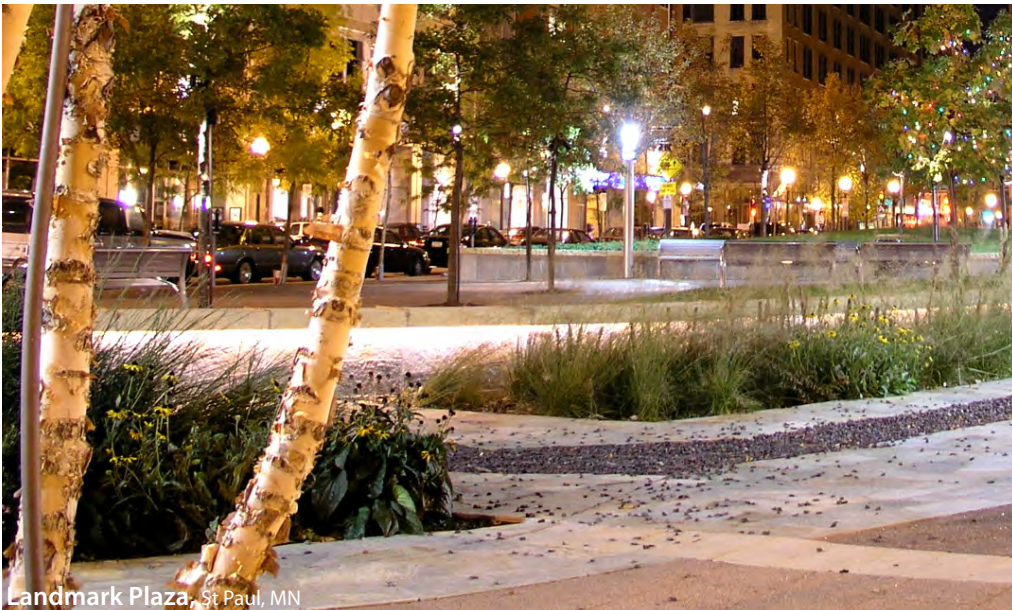
Precedents



State Street, Madison, WI, by Aine D. @flickr.com



Bike Lane, Copenhagen, Denmark



Landmark Plaza, St Paul, MN



Landmark Plaza, St Paul, MN



Excelsior & Grand, St Louis Park, MN



Bike Lane, New York, NY



Nicollet Mall, Minneapolis, MN



Public Pianos, Denver, CO by A.Ristea@flickr.com



3rd Ward, Milwaukee, WI by fimmuth@flickr.com



Wicker Park, Chicago, IL by A.Ristea@flickr.com



South Waterfront, Portland, OR by bryancaser@flickr.com



Capitol Square, Madison, WI by flickr.com



Bryant Park, New York, NY by pandu@flickr.com



Bryant Park, New York, NY by asterix611@flickr.com



Bryant Park, New York, NY by asterix011@flickr.com

Precedents



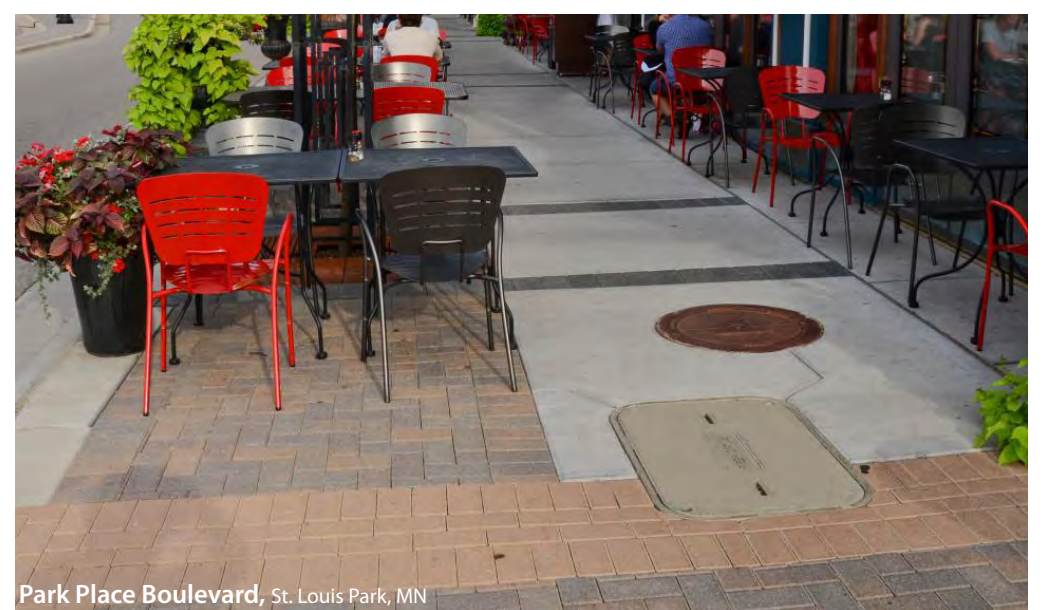
Park Place Boulevard, St. Louis Park, MN



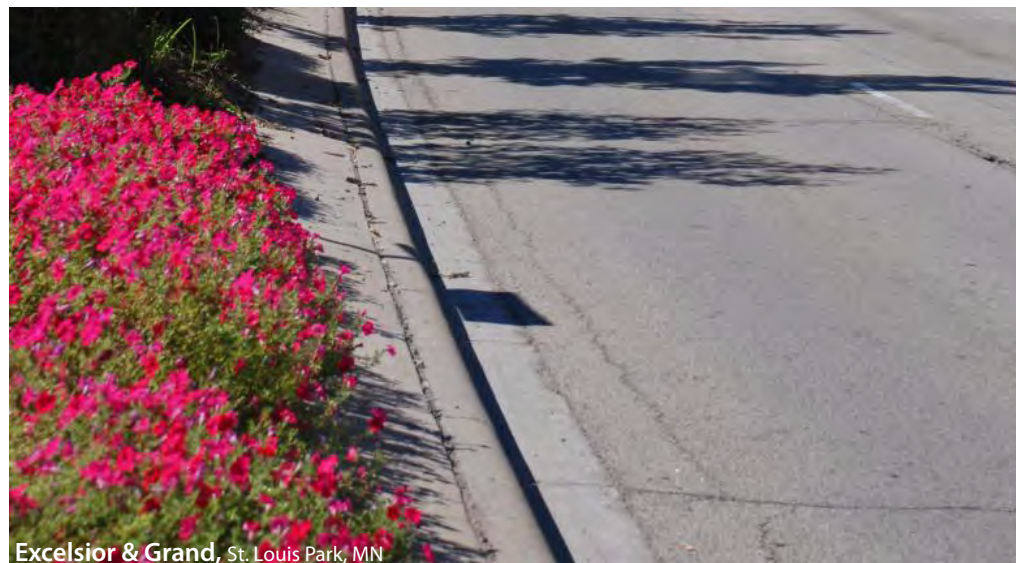
Park Place Boulevard, St. Louis Park, MN



Park Place Boulevard, St. Louis Park, MN



Park Place Boulevard, St. Louis Park, MN



Excelsior & Grand, St. Louis Park, MN



Park Place Boulevard, St. Louis Park, MN



Excelsior & Grand, St. Louis Park, MN

Precedents



50th & France, Edina, MN



Excelsior & Grand, St. Louis Park, MN



Landmark Plaza, St. Paul, MN



Park Place Boulevard, St. Louis Park, MN



Park Place Boulevard, St. Louis Park, MN



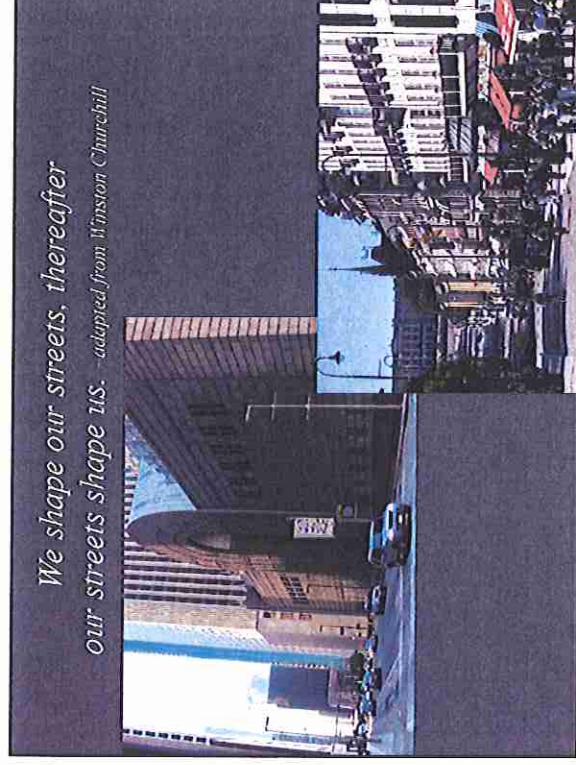
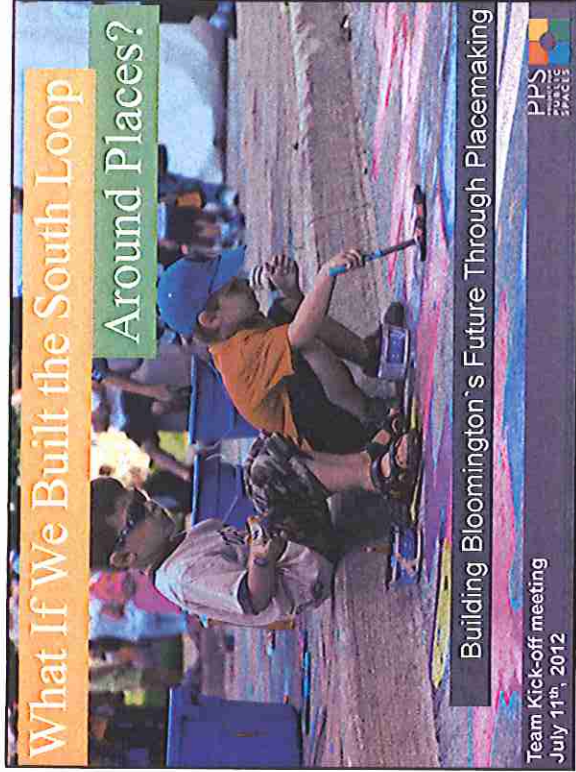
Park Place Boulevard, St. Louis Park, MN



Park Place Boulevard, St. Louis Park, MN



Excelsior & Grand, St. Louis Park, MN



What is Placemaking?

- Placemaking is turning a neighborhood, town or city from a place you can't wait to get through to one you never want to leave.
- Placemaking is the creation of a built environment that creates community, stimulates interaction, encourages entrepreneurship, fosters innovation and nurtures humanity.

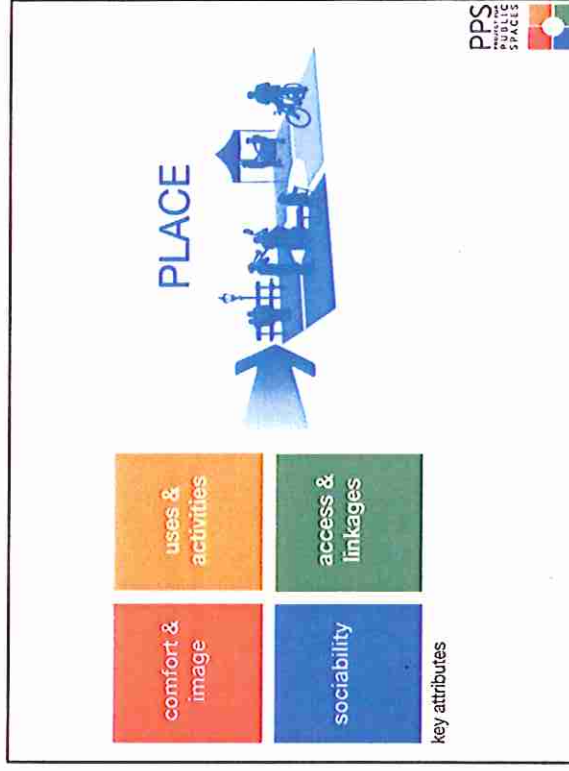
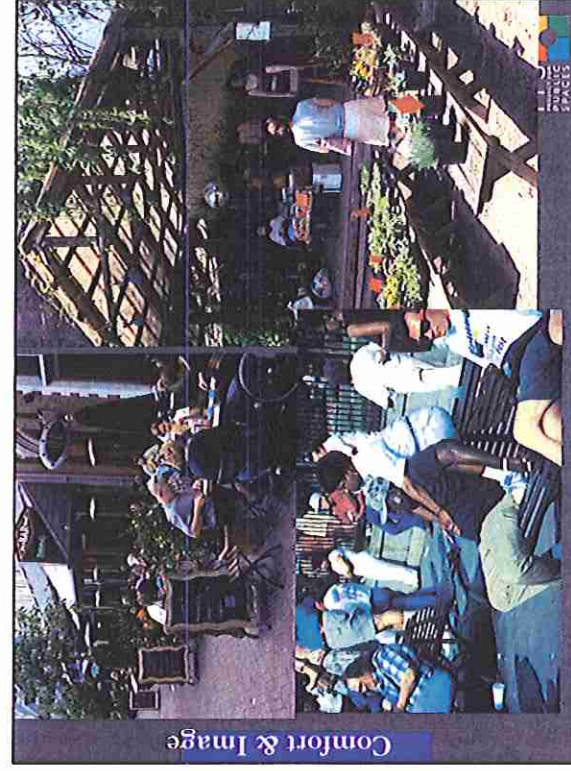
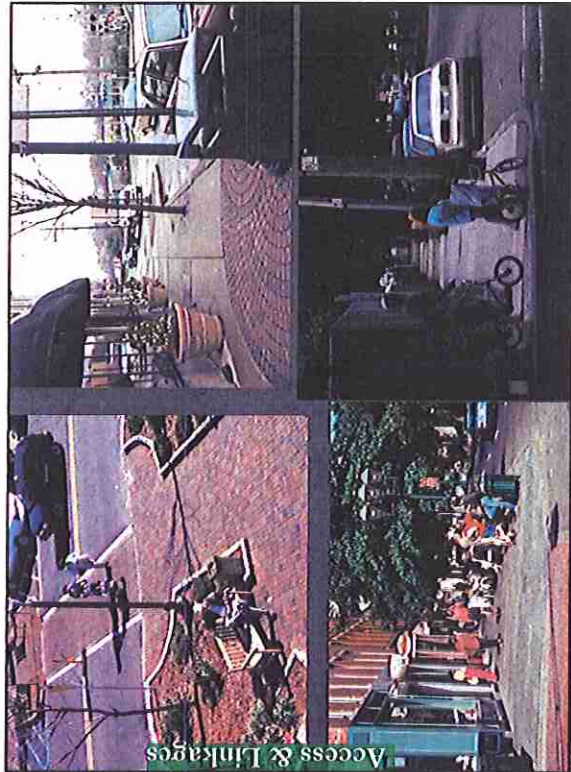
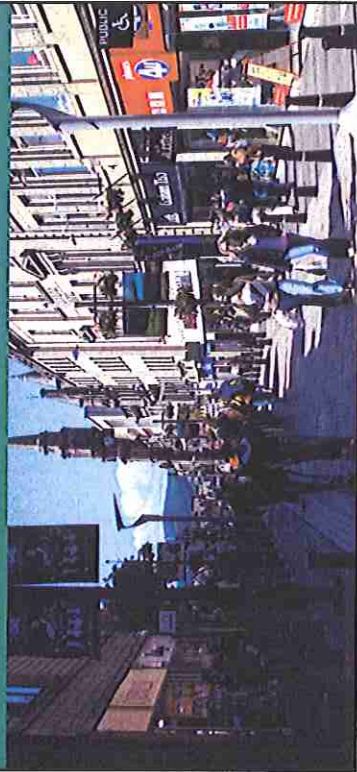


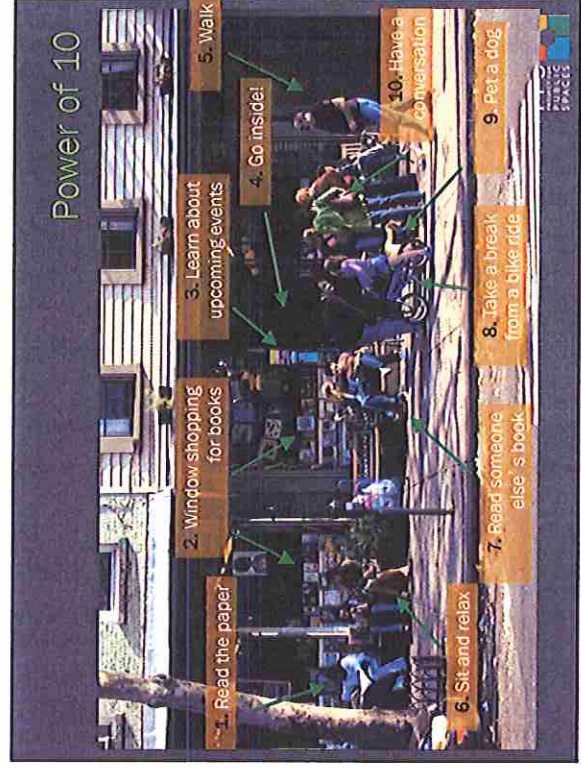
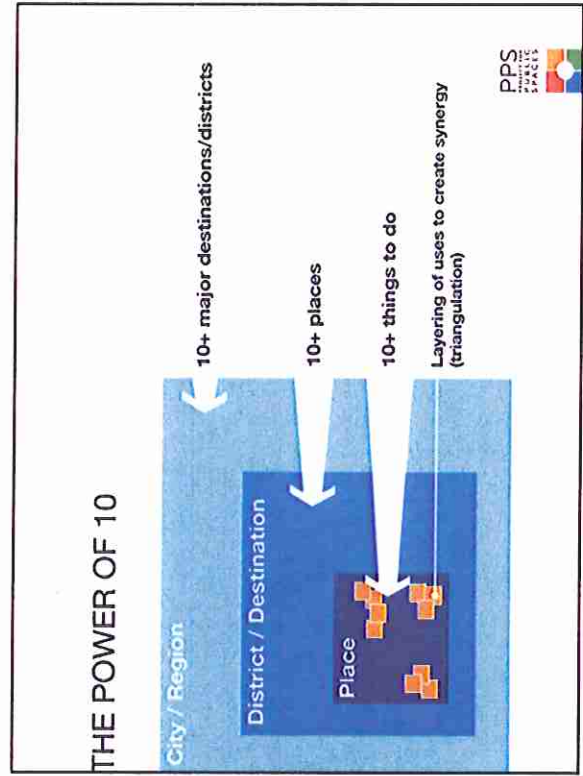
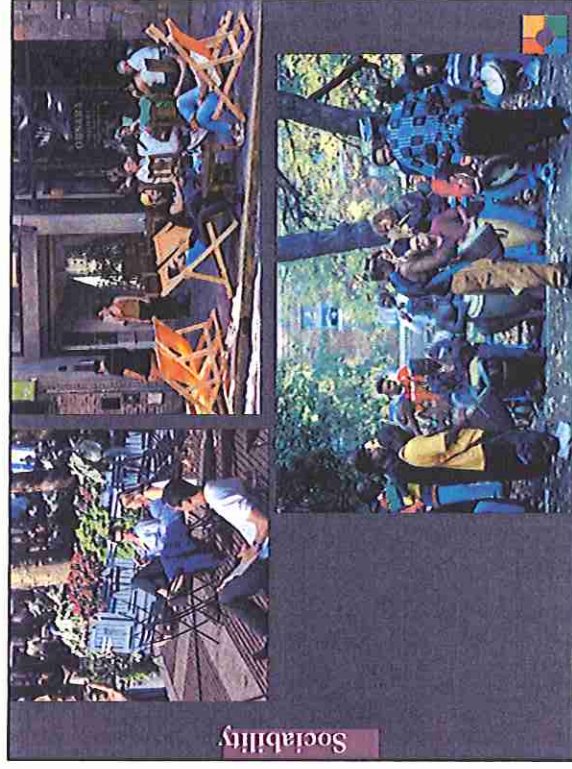
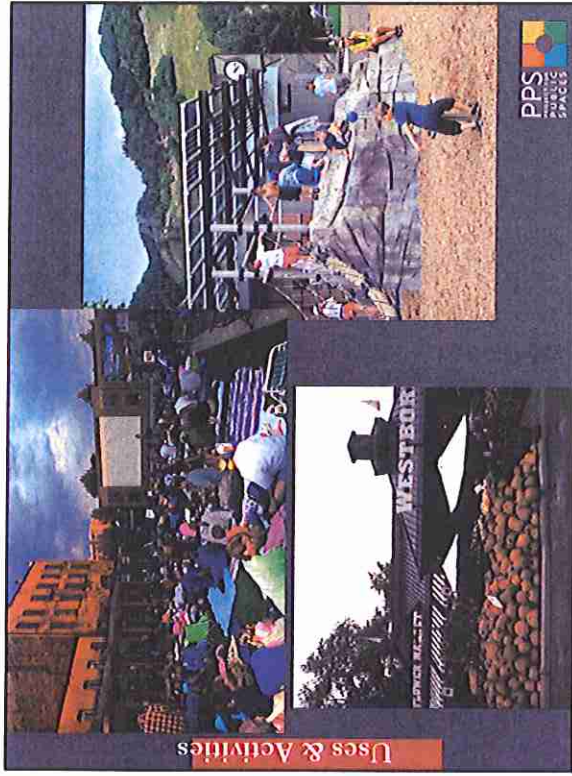
What is Placemaking?

- Placemaking is creating for everybody.
- The seed of democracy.
- Placemaking is the process of giving space a story that is shared by many.



- Placemaking provides the link between:
 - urban excellence
 - economic development
 - sustainability
 - public health (physical, psychological, social)

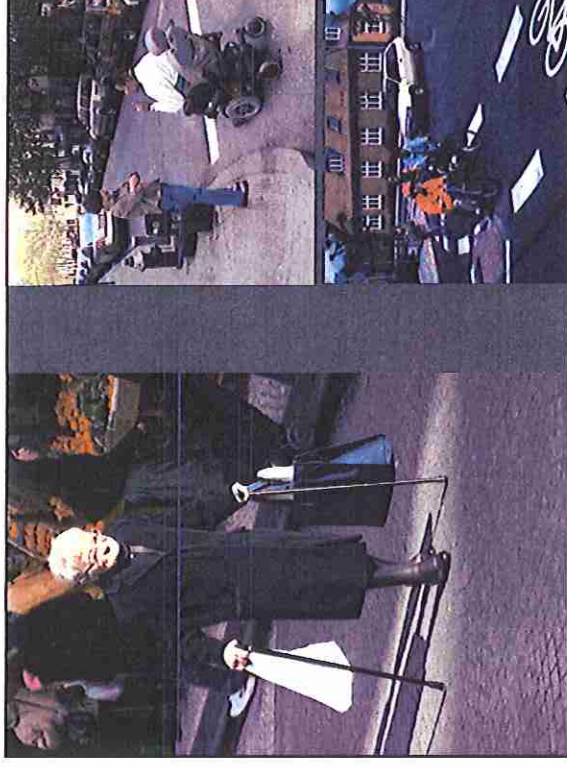
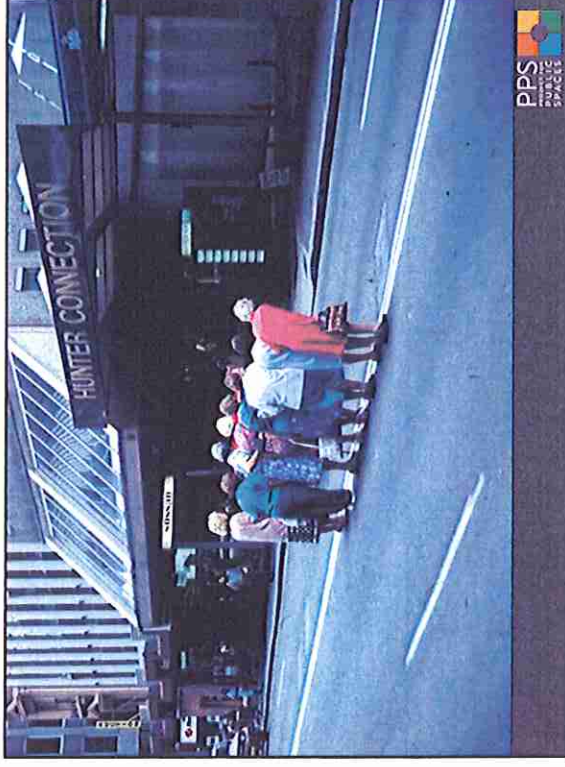


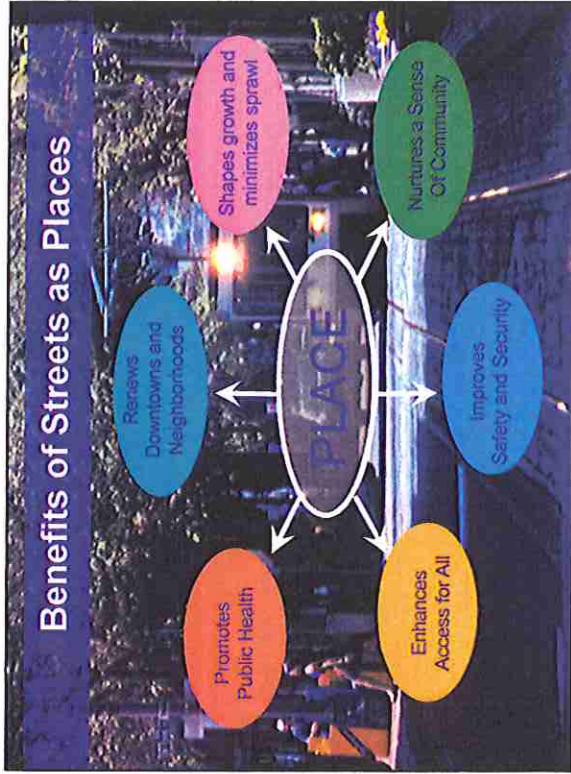


If you plan for cars and traffic...
you get more cars and traffic.



If you plan for people and places...
you get more people and places.





“Traffic is a social problem, not a design problem.”

Mental Space Display - by David Engwicht

Traffic speed is largely determined by residents *psychologically retreating* from the street. Simply *reversing that retreat* creates mental speed bumps in the street.

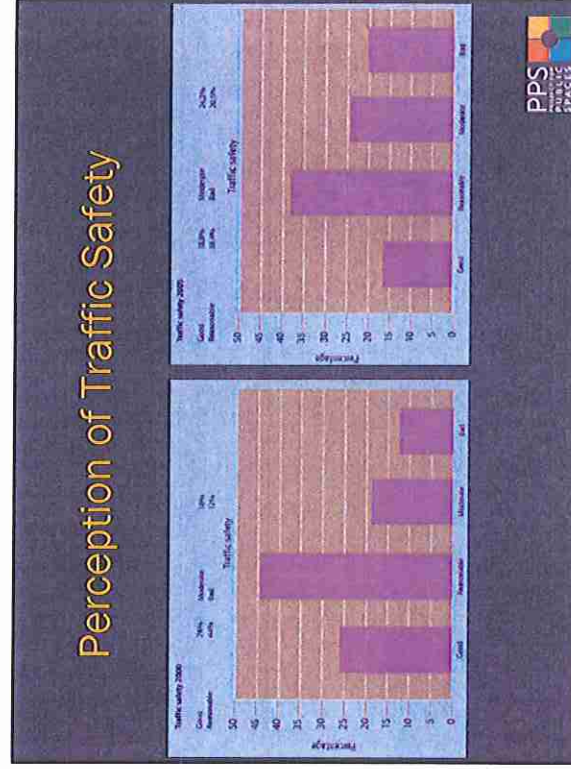
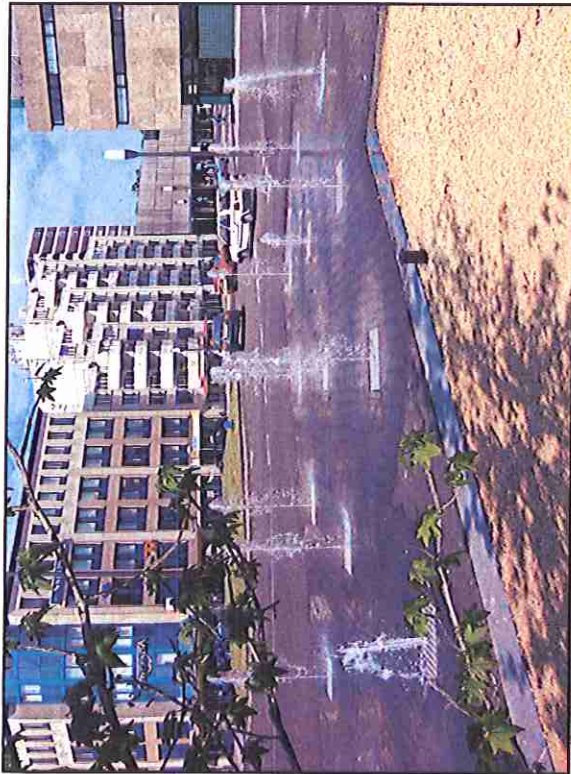
Shared Spaces

“The only way to make a busy road intersection safe is to make it feel dangerous.”

“If you want vehicles to behave like they are in a village, build a village.”

Shared Streets

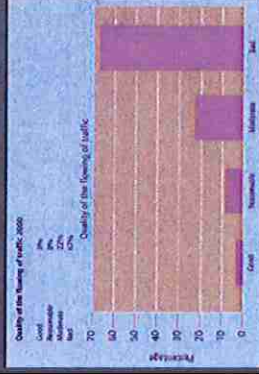
Drachten, Holland



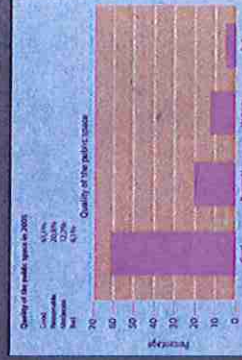
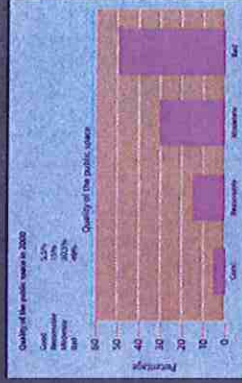
Actual Crashes

Years	Accidents				
	Total	All injury accidents	Serious injuries	Death	Minor injuries
Before reconstruction					
1984	4	2	1	0	1
1985	8	3	0	0	3
1986	8	2	1	0	1
1987	10	4	1	0	3
1988	9	0	0	0	0
1989	13	4	1	0	3
1990	9	0	0	0	0
2000	4	0	0	0	0
2001	10	2	0	0	2
After reconstruction					
2004	1	0	0	0	0
2005	1	1	0	0	0
Total	83	18	5	0	13
					65

Quality of Traffic Flow



Quality of the Public Space



Three Simple Rules to Make Transportation a Positive Force

1. Stop Planning for Speed/Capacity (balance uses)
2. Start Planning for Community-Based Outcomes
3. Think of Transportation as Public Space

PRINCIPLES OF GREAT STREETS

- Attractions & Destinations
- Identity & Image
- Active & Connected Edge Uses
- Amenities
- Management: Central to the Solution
- Seasonal Strategy
- Diverse User Groups
- Traffic, Transit & the Pedestrian
- Blending of Uses and Modes
- Protects Neighborhoods



Attractions & Destinations

- Street design should be responsive to adjacent land uses, not a streetscape plan



Attractions & Destinations

- Clustered activity points of interest
- 10+ destinations – including food and markets, local retail, art, play, education, health/recreation



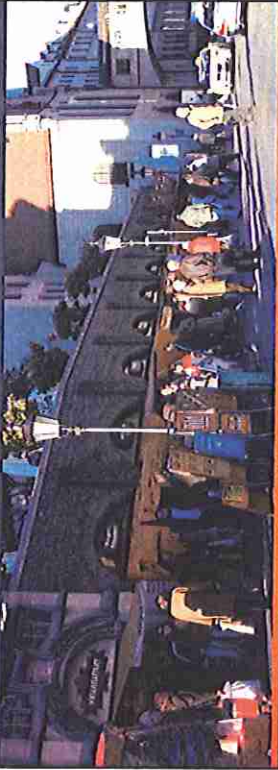
Identity & Image

- Showcase local assets to create a distinct sense of place
- Businesses, pedestrians and drivers raise their behavior (conform, respect) to this vision



Active & Connected Edge Uses

- Activate the street with ground floor uses
- Pedestrians choose their path based on the expectation of a social, commercial or aesthetic experience



PPS
PUBLIC
SPACES

Active & Connected Edge Uses

- Narrow cross sections slow traffic and allow the street to connect, rather than divide, both sides of the street
- Trees and small setbacks improve pedestrian experience



PPS
PUBLIC
SPACES

Amenities

- Public and private seating options
- Triangulate to support use – cluster sidewalk elements like benches, waste baskets, planters, lampposts, cafes



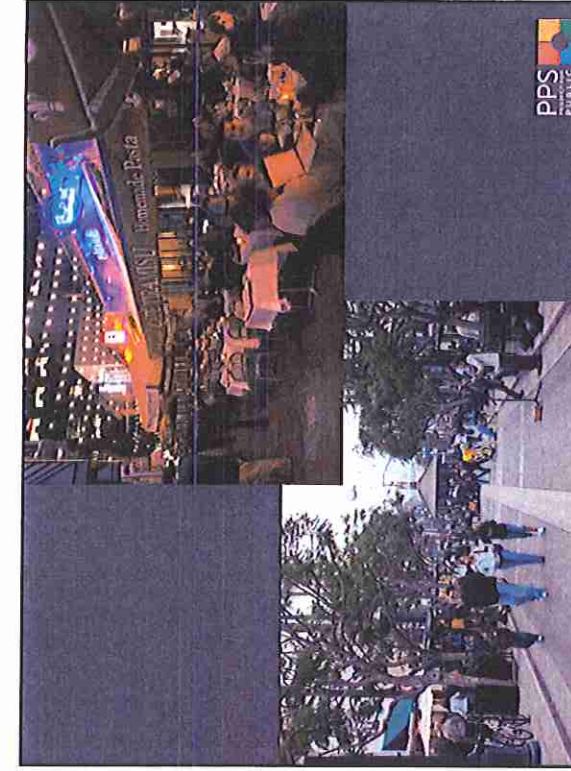
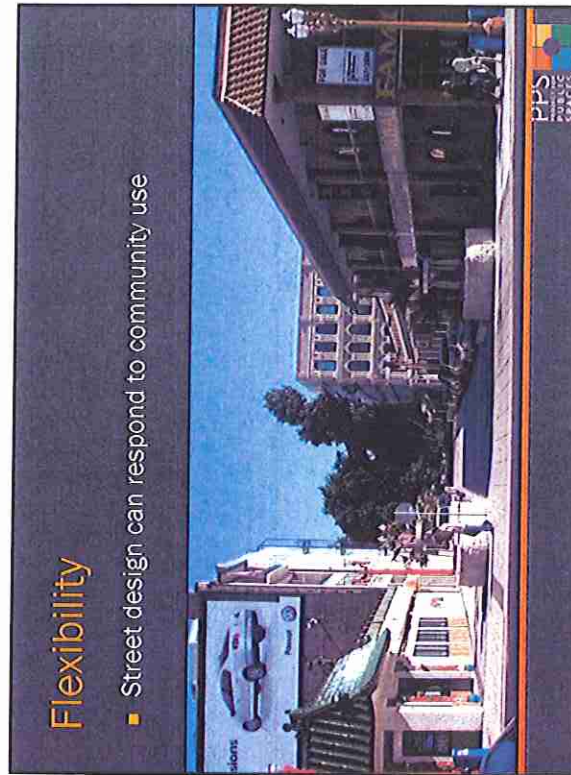
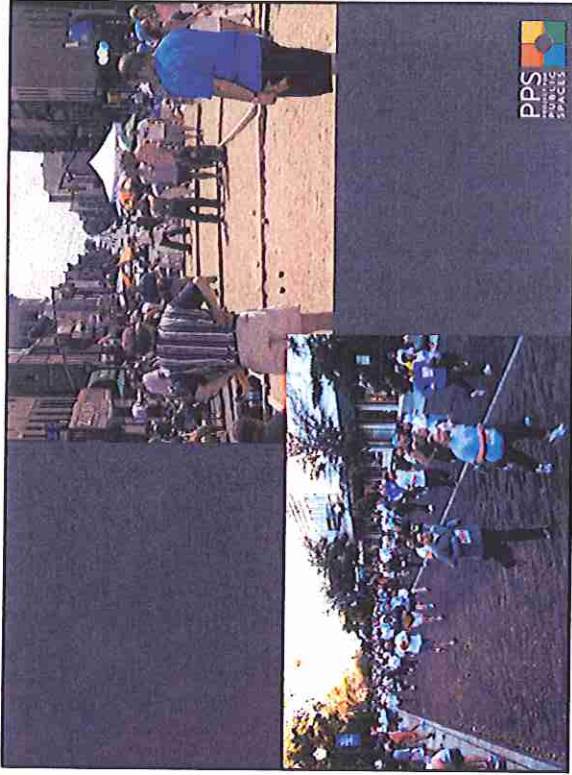
PPS
PUBLIC
SPACES

Management - Central to the Solution

- Maintenance and security
- Programming – daily activity generators and cultural, civic and seasonal celebrations



PPS
PUBLIC
SPACES



Seasonal Strategies

- Activate throughout the day, week and year



PPS
PUBLIC
SPACES

Draws Diverse User Groups

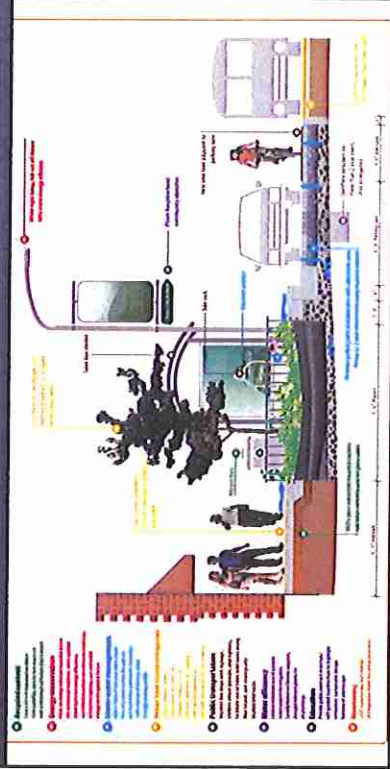
- No one group or use dominates (ethnicities, ages, interests, economic means, etc.)
- Design for use



PPS
PUBLIC
SPACES

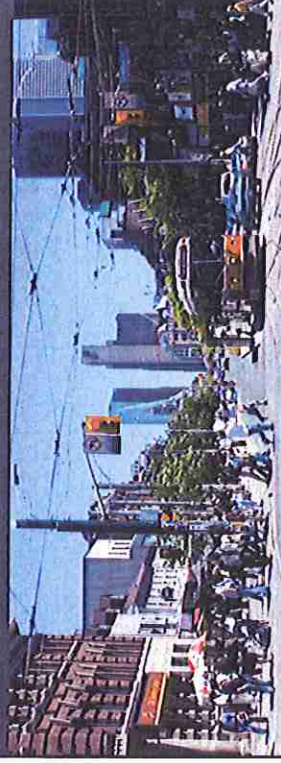
Ecological Design

- Manage runoff
- Low impact, and positive impact, materials



Traffic, Transit & the Pedestrian

- Range of transportation options
- Complete street design (all appropriate modes are accommodated)



PPS
PUBLIC
SPACES

Traffic, Transit & the Pedestrian

- Walkable – there are places to go
- Connected to adjacent areas



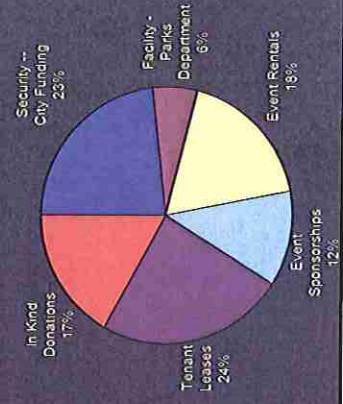
Protects Neighborhoods

- Clear transitions and changes in street character between high and low function roadways

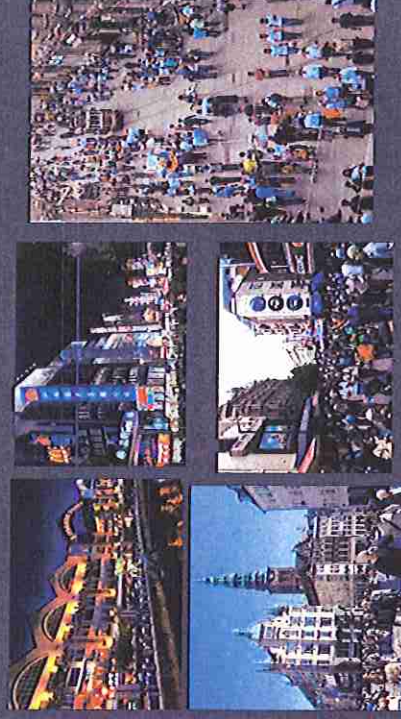


Diverse Funding Base

- Public support
- Private sponsorship
- Broad partnerships



Great Streets = Great Cities



**South Loop Streetscape Master Plan
Stakeholder Worksheet-Workshop I**
(Additional Comments from Workshop – in red italics)
July 11, 2012

1. Describe as concisely as possible your vision of successful streetscape implementation for the South Loop area.

I believe a successful streetscape will be esthetically attractive, pedestrian friendly, easy to navigate and include such attributes as public art, ease of parking (yet unobtrusive parking), attractive landscaping, adequate and attractive lighting, and clear, defined, easy to read signage.

Streetscape components implemented are: aesthetically pleasing, generate street level activity, avoid cluttered appearance, have reasonable maintenance intervals and useful lives, and have a dedicated/separate funding source for maintenance and replacement.

I hope the new street will attract private investment. I hope it's a place that – because it's attractive, comfortable, and easy to get around – becomes a destination.

“Successful implementation” will require good maintenance and durability. So design and materials must be selected with that in mind. It also has to exude a timeless, classic quality, especially because there isn't much there to build off. That's a blessing and a curse!

Design, construct and maintain a district that ties together the existing neighborhood and encourages future development. (Improves with age)

A palette of approaches/treatments that can be applied to a range of ROW situations set, in a very loose fashion, an identity for the area. In addition, the plan should identify a few key areas/opportunities to develop significant urban spaces – be they public or private. It should encourage people to walk, sit and use the ROWs. Need to allow it to develop over many years and to change with time.

My vision has wide sidewalks with colorful flowers and either has a touch of whimsy or educational elements. A successful streetscape is one that is well maintained and does not look dated in five years.

My definition of whimsy is something unexpected. For instance, at Target Plaza as part of a marketing campaign there is hopscotch in a few locations. It is fun to watch both kids and adults participate in the unexpected.

I would like a photo op piece of art. Not one that people walk by, but rather one that can be climbed on/sat on or otherwise interacted with that provides an opportunity for a picture. People currently take pictures at the MOA sign and I would like them to have the same opportunity in a plaza or somewhere along the streetscape.

Durable and easily maintainable plants and streetscape elements. Plants that are salt and drought tolerant. Lighting, benches etc that are good looking, with a reasonable O & M cost and hourly needs. Plowability of the pedestrian areas, hand shoveling should be minimal. Public Art that is durable and will stand up to the outdoor environment with little or no maintenance. It should look inviting to walk through or sit on a bench. It should be integrated into the stormwater requirements.

Modern, sustainable elements are selected both for the Lindau corridor for construction in 2013 and 2014 that tie together the vision of the SLDP and the existing infrastructure. These elements can be implemented in other areas of SoLo as the area densifies.

A successful streetscape will create a distinctive sense of place—in other words, make the neighborhood look and feel unique relative to other areas in Bloomington and other areas throughout the Twin Cities. It will evoke more of an urban feel than a stereotypically suburban one. A successful streetscape will strike the right balance between diversity and consistency of aesthetics throughout the South Loop. It will incorporate a lot of greenery, preferably of a native variety that requires few inputs and interventions.

To become a place where people are attracted to have coffee, stroll, buy lunch or meet a friend or colleague.

2. What precedent or comparative projects best portray your vision for South Loop streetscape?

Local Minneapolis/St. Paul metro area

- *Excelsior & Grand in St. Louis Park*
- *Shops at West End in St. Louis Park*
- *Como Park Neighborhood's "garden district" in St. Paul.*
- *Rice Park area in downtown St. Paul.*
- *50th & France*
- *Centennial Lakes*
- *Burnsville's Heart of the City Park – many uses draw a variety of folks – especially the water features*
- *Plaza--Lake Street and the River Road in front of Dunn Bros. (but I think the art for sitting on is too high and people's feet dangle which is uncomfortable.)*
- *Uptown*
- *Downtown*
- *Grand Avenue*
- *Selby Avenue between Dale and Western;*
- *Linden Hills*
- *Seward*
- *Northeast*
- *Eat Street*
- *Nicollet Mall*
- *Also the downtowns of Red Wing, Northfield, and Duluth*

Communities of similar scale and demographics. Is density suggested by the master plan realistic? Need for convenience/retail in the district (Walgreens, mini- Target, etc. Respond to limitations of airport zone. Balance of vision vs. market support for proposed development. Truly urban spaces evolve over along period of time and have developed an organic diversity of uses, building types, etc. Difficult to reproduce this diversity in a suburban site that develops over a much shorter time frame. Scale is a key element of the master plan. Awareness of creating a pedestrian scale should influence landscaping, lighting, building height, types of development, etc.

Unique aspect of Lindau link is that it is not the primary thoroughfare for the district. Allows for the street itself to be used for community events

National

- *Milwaukee 3rd Ward*
- *Public pianos in Denver*

- *Madison Capital Square Updates – I like the public art incorporated into the water features at various intersections.*
- *South waterfront in Portland*
- *Bryant Park Area, NYC*
- *Wicker Park in Chicago*
- *Crystal City in Arlington, VA*
- *Seattle: Capitol Hill neighborhood*
- *Madison, WI: State Street area*
- *Bend, OR*
- *Flagstaff, AZ*
- *Charleston, SC*

International

- *Promenade in Puerto Vallarta – A stage that can be programmed but also used informally. It is pleasant to sit and watch the impromptu “performances”*
- *Pick any European city with walkable streets*
- *Town squares in many European cities with populations of approx. 100,000 people*
- *Montreal*

Just keep in mind when comparing to other places that they should be snow locations.

3. What is the most significant issue to be addressed by the streetscape master plan?

Incorporating locally created public art.

Transforming the district's character with amenities that can be sustained over time in a fiscally feasible manner.

Creating a comfortable "urban neighborhood commercial"/pedestrian scale (minimizing the auto-scale that dominates other large roads in South Loop). Similarly, creating a comfortable and attractive pedestrian environment (both day/night) – a place with good vibe and some ambience.

Durable materials installed properly will help ensure the long term sustainability of this project.

Flexible palette for all streets

Identification of specific opportunities for place making

Allow a fairly wide range of styles – we do not want it to look like "Disneyland". It should have some variety and ability to develop its own character with a few unifying elements – like signage or maybe a certain streetlight

To be consistent and cohesive throughout the district

Sense of place, keeping the project on budget and affordable to maintain in the final in-place product.

Streetscape items,

Aesthetic stormwater treatment infrastructure

Flexible utility corridor

Harmonizing diverse uses: for example, making the Mall of America and residential uses feel like they belong in the same neighborhood; and

Mitigating/minimizing existing uses and structures that are inherently unattractive and/or generic.

In my experience, great neighborhoods and cities evolve over time and feature lots of diversity in the architecture and streetscape. The challenge for the South Loop plan will be to balance unity and diversity so that the result doesn't feel like a cookie cutter replica of so many other suburban neighborhoods.

Integration of multiple transit options and a variety of public uses

Select and build the elements that form the "bones or skeleton" over which we can build a complete, "gussied-up" street as development occurs.

4. What is the greatest opportunity or benefit to be realized by the streetscape's implementation?

Creating a space in Bloomington which builds on the sense of "community" and a source of proud for its residents as well as creating a destination for the larger public (statewide and beyond) that goes beyond the attraction of the Mall of America.

Ability to start from clean slate due to current available space in District (not fully developed).

It will set the stage for the character (scale, quality, aesthetic) we want to create throughout the district. Hopefully it will also attract private investment in the area.

The creation of a district that is a draw for residents business and visitors alike.

It will make the district much more pedestrian friendly and enjoyable to visit. It should tie all the various land uses – old/new, industrial/commercial/residential, junky/high quality together. We should allow a mechanism for adjoining property owners to "add" to the streetscape to meet their needs – like a sidewalk café and perhaps some overhead shade devices or other amenities not typically found. We may even want to suggest some of these that could be installed by others.

We should consider "temporary" uses that take advantage of underused areas that may not develop for a period of time such as a remnant parcel that could be used as a market or garden until it is developed.

To get people to walk and gather.

Aesthetic stormwater treatment infrastructure

See my answer to question one. If I had to pick one opportunity from that answer, it would be the opportunity to create a neighborhood that looks and feels different from any other place in the Twin Cities.

Building a unique sense of community while also attracting visitors...

Help people (especially tenants and developers) see a vision for what this 6-block stretch could become and how being a part of that future would be great for their business.

5. What current or proposed City of Bloomington policies or protocol are relevant to the streetscape's design or implementation? Examples may include parking lot screening requirements, street tree placement or species requirements, building setbacks, space provisions for utilities (public and private), lighting level, maintenance procedures and street design criteria. If possible, please provide electronic links to formal policies.

- *Clear view triangle requirements (City Code 17.31 and 19.126.6)*
- *Sidewalk width requirements (City Code 21.301.04 d(1))*
- *Courtesy Bench and Newspaper Rack requirements and licensing (City Code 14.147 through 14.158)*
- *Strategy 3.2, Section 4 Transportation p. 4.56 of Bloomington Comprehensive Plan*
- *Proposed City Code Chpt 8 Revisions*
- *Standards for installation/placement of underground private utilities in public right of way (City Code 17.70b)*
- *Bloomington Engineering Standard Bicycle Rack (proposed/in progress)*
- *Bloomington Standard Specifications for Street Lighting (Public Roadways)*
- *Bloomington Standard Detail for location of lighting and interconnect conduit*
- *Bloomington's Street Light Maintenance Agreements with Xcel Energy*
- *MnDOT Roadway Lighting Design Manual*
http://www.dot.state.mn.us/trafficeng/lighting/2010_Roadway%20Lighting_Design_Manual2.pdf
- *City intends to create design guidelines for South Loop District. Some are described in the Signature Elements of the SLDP. We have a rough draft we can share.*
- *City has fairly new standards regarding (City Code available on City web):*
 - *Commerical development standards (Sec. 21.201.02) – Note – new zoning will be applied to many areas of SLD that aren't included in this table but C-4 and C-5 are examples of our intent to allow more "urban" development. CX-2 is zoning for MOA properties.*
 - *Lighting (Sec. 21.301.07)*
 - *Parking lot design and screening (Sec. 21.301.06)*
- *City adopted a Complete Street Program (attached)*
- *Bloomington Central Station has master urban design guidelines – we can get you a copy (might be on city web – check key word "Bloomington Central Station")*

Select plant material that is tolerant of the conditions that will be present. Final design needs to consider snow removal with modern municipal equipment.

The design should be practical and be responsive to the need to maintain all infrastructure in the area – utilities, streets and streetscape itself. It should also anticipate the need for others to use the ROW like Xcel, Centerpoint, Qwest and others. We should try to make the bulk of the streetscape fairly simple and concentrate our resources on a few important areas.

Maintenance – only can maintain what we can afford. Although there is some money budgeted for maintenance in Fund 435, any "extras" will need to be provided somehow. The design of the streetscape needs to consider the costs of maintenance.

Street Trees – typically are prohibited in the boulevard. Many underground utilities including the potential for district energy, so if trees are to be planted in the ROW/blvd, then the species should be well thought out so that roots do not interfere with

underground utilities and that they grow well. It would also be nice if the variety selected could handle the harsh environment so they weren't being replaced all the time and actually grew to provide a nice canopy.

Phasing – short term, mid-term, and long term. Be aware of which streets will be under construction and the timing of that construction. Likely will not implement a streetscape plan on a street that is not/will not be reconstructed (until such time that it is).

24th Avenue (CSAH 1) will need to be in agreement with Hennepin County's Streetscape document (see attached)

South Loop District Plan

Frankly, I think we're mostly inventing new here.

6. What specific goals, objectives, criteria or descriptions exist in prior City/South Loop plans (other than the South Look District Plan) that are relevant to the streetscape master plan and its implementation?

MOA (Vehicular) Wayfinding Concept of Operations Study (February 1, 2007)

Standards for state-funded outdoor lighting fixtures (Mn State Statute 16B.328 subdivision 3 <https://www.revisor.mn.gov/statutes/?id=16B.328>)

Strategy 3.2 and 4.2, p. 4.56, Section 4 Transportation of Bloomington Comprehensive Plan

Strategy 3.2

Manage the public rights-of-way to minimize risk from obstacles along transportation facilities.

- Consider requiring local service electric distribution and communication cables to be placed underground whenever the adjacent arterial or collector street is widened requiring utility pole relocation.
- Provide breakaway signs and poles meeting state and federal guidance.
- Minimize negative safety impacts from private structures placed in the right-of-way.
- Minimize the number of unshielded obstacles within 20 feet of a roadway.
- Require structure and other obstruction setbacks as necessary to maintain safety and visibility.

Strategy 4.2

Maintain high quality transportation infrastructure.

- Manage City roadway rights-of-way to require private utilities to be installed in a manner that does not hinder improvements to the adjacent roadway.
- Inventory and rate condition of all transportation infrastructure (including traffic signals, street lights, signs, sidewalk/bikeways and streetscaping).
- Develop target conditions for assets.
- Develop maintenance plans and funding system to achieve targets.
- Monitor asset conditions.
- Coordinate the timing of signalized intersections controlled by separate jurisdictions.

The Alternative Transportation Plan identifies locations and design criteria for various bike/ped facilities.

The Bluff Protection Plan (we can give you a copy) may provide some information on the native landscape materials – possibly use to establish plant palette.

Others are much more familiar with the details of these plans than I am!

AUAR, Comprehensive Stormwater Plan,

Bloomington Central Station and Central Station park...

7. Please comment on any topic or issue that you feel is significant to the project's ultimate success.

Obviously BTAC is very interested in the inclusion of public art in its many forms (permanent sculpture, temporary art, interactive art activities, and performing art spaces) as a way to achieve placemaking and to create a stronger, more vibrant community.

Stakeholders must be comfortable with the final streetscape amenities/components selected for their particular department/division.

A major challenge will be trying to determine the character and design palette given very little existing development to take cues from. So it will be important to create a "timeless" or universal style that can respond to unknown styles (form, height, function, etc) of future development.

Good soils are important to the long term health of plants and trees, quality soil structure and permeable pavement should be used as much as practical.

Be very flexible! Take advantages of opportunities, both temporary and permanent, that exist in the district. Allow the district to inform the design as much as trying to force a look on the district – i.e. old world charm. Take advantage of the new sport of plane watching!

Implementation and Maintenance – keep costs and budgets in mind for both.

Examples need to come from places it snows. Most often when this type of activity is undertaken the examples come from Florida or Texas where snow removal is not an issue and they aren't realistic. I would prefer not to see examples from Celebration, FL. There have to be good examples from up north, Chicago, Milwaukee, Boston, Calgary etc.

Keep the team on schedule!

Help us make decisive decisions

Buy-in from area businesses, residents and city leadership is crucial...

Public plazas that are specifically designed to attract people—moveable chairs, tables, water features, greenery, art, shelter and sun traps, other people to watch.

8. Briefly describe the intended kind of public activity that you believe the streetscape and plazas will provide, such as festivals, sidewalk activity, art fairs and noon strolling.

Family/child focused events and activities.

Community garden/landscaping opportunities and/or tours.

Locations for access to/from non-motorized transportation (bicycle share) (Review Alternative Transportation Plan)

Consider the ability to actively program the public spaces. This was attempted at Bloomington Central Station with limited success. Farmers market is a good an example of a successful effort in the city.

Potentially all of the above. Eventually the street will extend (maybe only as ped/bike way) to the existing Bloomington Central Park (Oslund design) that could function as a great outdoor gathering space. Lindau could be the spine to connect the park and MOA – could make it setting for a variety of activities.

At a minimum, I hope it attracts pedestrian activity.

Maybe, if noise isn't too bad – as a place to hang outside. BTW: noise is a concern and mitigation opportunities will play an important role in the streetscape livability.

Commuters using light rail, Shopping/ dining by residents and visitors to the district.

Small pocket parks that attract and encourage activity. Small park spaces adjacent commercial businesse (restaurant, art galleries, and retail) City has draft guidelines for SoLo.

Parking spaces as open space.

Keys to creating pedestrian scale...

- *Trees!*
- *Character of businesses in the corridor*
- *Critical mass of people*
- *On-street parking*
- *Whimsy*

Maybe even a chance for some advertising or other commercial activity.

Walking (x2); Walking to get somewhere; Noon stroll; Office tenants and guests going to lunch; noon strolling/gathering; maybe just to stroll between destinations.

The Lunch crowd; lunch outdoors; Eating brown bag lunch in the plaza

Weekday farmer's market; farmers' markets as along Nicollet Mall (x2)

Sidewalk café space (x4)

View Public Art, opportunity for public art, public art tours, art and nature tours, interactive art opportunities

MOA guests who want some air

Race for the Cure (close Lindau temporarily); MOA sponsors a number of events – like Race for the Cure. I envision those utilizing Lindau as a festive end stretch (like Hennepin was for the City of Lake Loppet); special event gathering places such as walk/run events; occasionally close the street for special events, such as the Komen Race for the Cure.

Performances (e.g., musical, theatrical, dance)—both formal and informal (e.g., solo street musicians); musical and performance art opportunities; Informal entertainment such as a street musician, an artist, etc.

Should have at least one (maybe Bloomington Central Station already does it) a place to program larger community gatherings like art fair, concerts, political events etc.

Sidewalk chalk art (x2)

Street food vendors; street vendors; weekday food trucks (x2)

Walking with dogs

Skateboarding in designated areas

Snow/ice carving contests

3-season street life. Imagine partially sheltered spaces (could be private) where people could have a coffee from March through mid-November.

Bloomington South Loop District Streetscape Master Plan

Rehearsal Hall, Bloomington City Hall

Workshop #1

July 11, 2012; 9:30 to 11:45 AM

Meeting Minutes

Attendees: (see attached sign-in sheet)

Tom Bowlin	Bloomington	Tom Harrington	Kimley-Horn
Julie Farnham	Bloomington	Barry Warner	SRF
Rachel Flentje	BTAC	Bryan Carlson	Bryan Carlson Planning
Dave Hanson	Bloomington	Regina Flanagan	Art Landscape Design
Larry Lee	Bloomington	Ethan Kent	Project for Public Spaces
Julie Long	Bloomington	Todd Halunen	Kimley-Horn
Schane Rudlang	Bloomington	Mike McGarvey	SRF
Becky Schindler	Bloomington	Frank Hickey	Signia Design
Andrea Specht	BTAC		
Jim Urie	Bloomington		

Meeting Summary: (following agenda items)

A. Introductions

1. *Staff indicated they do not have focused experience in this type of project and is looking to the consultant team to guide and lead efforts based on their experiences.*

B. Project Overview

1. *Review of project included general summary, schedule, relationship to Lindau Lane Grade Separation Project, Workshop and Technical Subgroup meetings with staff was reviewed by Tom.*
2. *Schedule is ambitious, and requires significant efforts in the next couple months. Consultant team's responsibility is to provide meaningful direction for clear choices and feedback by staff and stakeholders. Attendance at these meetings is critical for issues to be heard, and decisions/direction will be documented. Issues where decisions made/direction given cannot be reintroduced /backtracked in order to stay on schedule.*
3. *Additional Technical Subgroup meetings have been scheduled – some in attendance should have received invitations from Julie Long*
4. *Additional, focused stakeholder reviews will occur outside these city staff meetings, as discussed with Julie L. and Julie F. These could include Metro Transit, MAC, Hennepin County, developers and neighborhood representatives.*
5. *City indicated they have a responsibility to bring the right staff to the meetings, they will work to make and stand by decisions made at the meetings, or get answers outside the meeting and provide timely responses.*

C. Workshop #1 Overview

1. *The agenda for today's meeting was reviewed by Tom.*

D. South Loop District Plan Summary

1. *Using primary graphics taken from the draft South Loop District Plan, Barry led a discussion through the information from the District Plan which informs this Master Plan project. A handout with mapping was provided.*
2. *Draft South Loop District Plan is the guide for this project - work to the goals and objectives identified*
3. *Consider future private investment to support public improvements. Example could be the providing of space within private developments to accommodate streetscape elements – storage for chairs, maintenance equipment, etc.*
4. *Consider opportunities to 'blur the line' between private and public – expand public realm into private areas; examples include wider sidewalks for outdoor dining, landscape buffer areas, etc.*
5. *Lindau Link is the 'spine' or core of the South Loop District that will set the framework for the rest of the development*
6. *Lindau Link is actually part of the 'L', with 24th Avenue to Lindau Link the other part of this primary entrance to the District. Even though the design of 24th is not a part of this project, the planning should consider opportunities to establish a District 'front entry' design*
7. *As to level of expectation, Bloomington Central Station should be thought of as the 'design model' for the rest of South Loop*
8. *Densities and configurations of building massings shown in the District Plan may not be a realistic expectation shared by all staff. The city will continue to aim high, but realities of market conditions should be considered. A small Target or CVS store might be part of the future for this area. Interested developers may not be able to completely meet the high expectations of the District Plan and vision share by some staff members. Convenience retail will always be a high priority for this District.*

E. Worksheet Response Summary

1. *The Worksheet responses provided by staff were summarized by the consultant team, a document provided for review, and a discussion led by Barry. A handout with precedent imagery was provided. A summary of these additional comments follows these minutes.*
2. *Scale is important. Future buildings will provided this, but comfortable horizontal to vertical should be planned for the streetscape elements*
3. *What makes Lindau Link different is that it is not a 'key' street from a transportation system perspective. Meaning, alternate routes would allow Lindau Link to be closed temporarily to host special community events. Planning and design should consider these opportunities*
4. *Some Bloomington policies and requirements may be 'flexible' within the South Loop District.*
5. *Although city policies require otherwise, there are locations within the city that have boulevard trees. This project should consider boulevard trees, especially at Lindau Link.*
6. *The consultant team should understand and identify for the city where current city requirements and policies may be in conflict with the South Loop District Plan's vision*
7. *Issue of expectations for bicycles on-sidewalk or on-street was discussed, and will be clarified at the upcoming Technical Subgroup meeting of 7/18/12.*
8. *Previous BCS park events were not completely successful. The consultant team was asked to provide ideas for public space programming, examples could be farmers markets, craft fairs, etc.*
9. *Opportunities for private spaces to share or push into sidewalk/public spaces should be considered, to include outdoor dining, bookstore and vendor carts, etc.*
10. *Following this meeting, Schane Rudlang provided a PowerPoint document identifying additional information beyond meeting comments. A pdf of this document is attached.*

F. Placemaking – Public Space Design, Programming and Activation

1. *Ethan Kent led a discussion/introduction to Placemaking. A Power Point was reviewed and a hard copy handout provided.*

G. Decision/Direction List

	Meeting	Date	Decision / Direction
1	Workshop #1	7/11/2012	Draft South Loop District Plan is the guide for this project - work to the goals and objectives identified
2	Workshop #1	7/11/2012	Some Bloomington policies and requirements may be 'flexible' within the South Loop District

Next Workshop Meeting: Wednesday, July 25th; 2:00 to 4:00 PM, Rehearsal Hall, Bloomington City Hall

Attached:

1. Sign-in sheet
2. Schane Rudlang post meeting comments
3. Worksheet summary